

ANNUAL REPORT FY 2013

**City of Eugene
Public Works**

AIRPORT

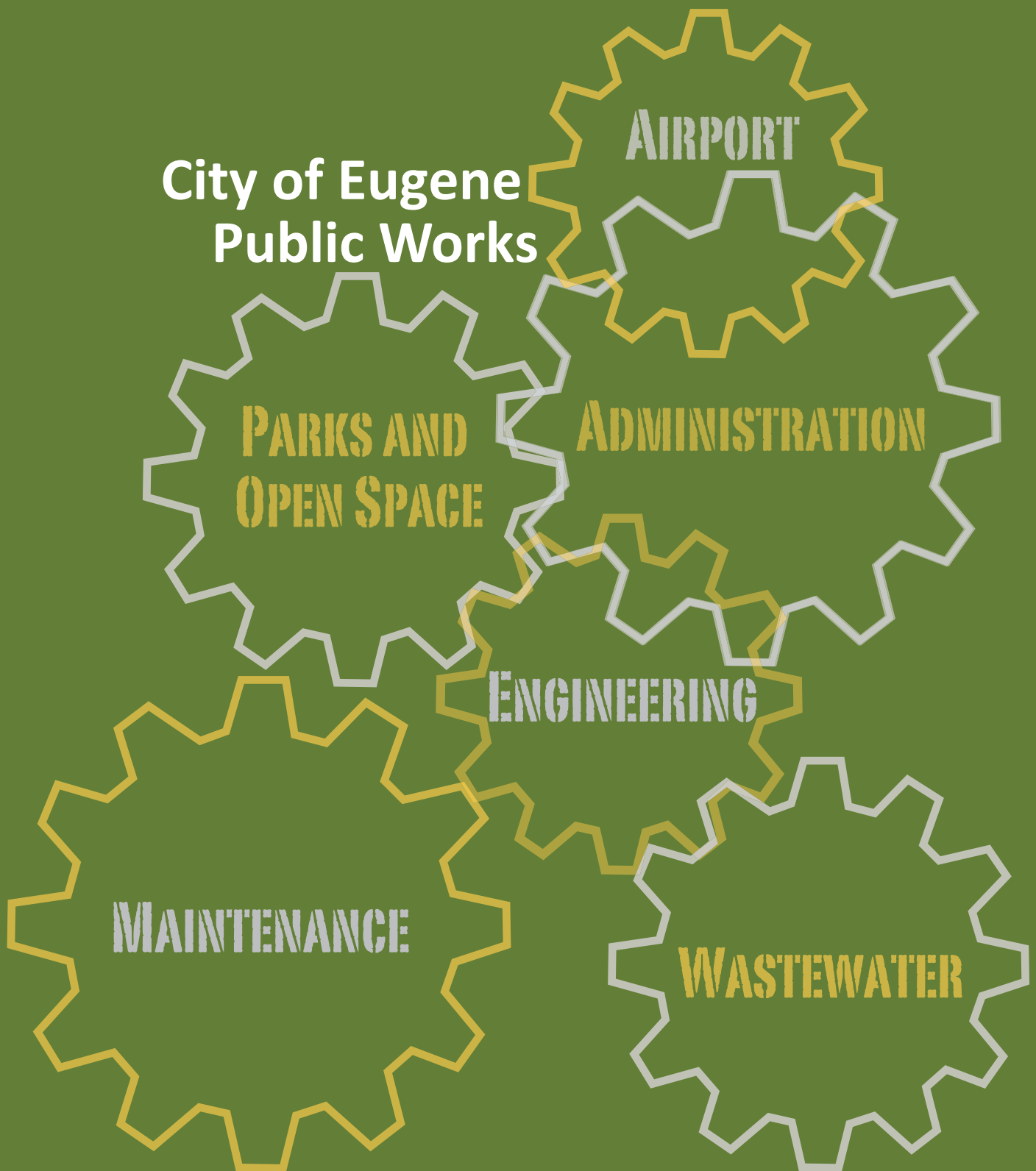
**PARKS AND
OPEN SPACE**

ADMINISTRATION

ENGINEERING

MAINTENANCE

WASTEWATER





Public Works in Eugene

In addition to typical services such as designing and constructing capital projects and maintaining streets and sewers, the Eugene Public Works Department operates the region's wastewater treatment facilities, runs the regional airport, manages stormwater in the greater Eugene area, and plans and maintains the local park system. Funding for these various services comes through a mix of taxes paid by local property owners, fees paid by service users, and grants and special payments provided through intergovernmental agreements.

Eugene was incorporated in 1862 and is currently Oregon's second-largest city, with a population of 159,850 as of July 2013. Eugene is located in a metropolitan area that has about 250,000 people, including the adjacent city of Springfield and urbanized areas of central Lane County.

Eugene's city limits encompass approximately 44 square miles. The city's urban growth boundary, which includes unannexed properties that receive some level of municipal services, is approximately 54 square miles. The University of Oregon, located in Eugene, typically enrolls more than 25,000 students each fall. The Eugene 4J School District and the Bethel 52 School District provide primary and secondary education services in the Eugene area.

According to the Eugene Chamber of Commerce, there are more than 10,000 businesses in and around Eugene. Manufacturing, retail trade and healthcare and social assistance make up nearly 40 percent of total employment in Lane County, and government employment helps add stability to Lane County's economy. Electrical and water services are provided through the Eugene Water & Electric Board, a public utility separate from but closely aligned with the City of Eugene.

Geographically, Eugene is situated near the southern end of the Willamette Valley in western Oregon. The Willamette River runs through the center of town. At 426 feet above sea level, Eugene is midway between the Pacific Ocean 50 miles to the west and the Cascade Range 60 miles to the east. Eugene's climate is strongly influenced by marine weather patterns. The average annual temperature is 53 degrees, and the annual average rainfall is approximately 50 inches.

Eugene has a council-manager form of government. The nine-member council is composed of eight councilors elected by ward and a mayor elected citywide. The City's organizational structure in FY13 comprised six departments: Central Services; Fire and Emergency Medical Services; Library, Recreation and Cultural Services; Planning and Development; Public Works; and Police. In FY13, the City had approximately 1,445 full-time-equivalent positions, including 422 FTE in Public Works. The City's FY2013 net adopted budget (not including internal payments and transfers) was \$460 million, including a \$27.6 million capital budget. The City's effective property tax rate (not including taxes paid to the Urban Renewal Agency) in FY13 was \$6.90 per \$1,000 assessed value, plus \$1.12 per \$1,000 to repay bonded debt, including bonds to fix streets and for parks and open space projects.

Additional information about the City of Eugene and links to other local information sites can be found at www.eugene-or.gov.

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From the Director



It is a pleasure to present this annual report covering the activities of Eugene Public Works for the fiscal year ending June 30, 2013. Inasmuch as we have continued to deal with the frustration and uncertainty of the nation's prolonged economic downturn, it's gratifying to acknowledge the significant accomplishments outlined here and to note that we are seeing some evidence of an economic turnaround.

A recurring theme woven into the articles is our time and attention to strategic planning efforts. We are clearly in a period of change — from regulatory requirements to community infrastructure demands to our many new faces in the department — and these stories shine a positive light on the capacity of the fine group of professionals who comprise Eugene Public Works to excel when the stakes are highest. Their accomplishments will prove critical to the future success of our community.

Improvements to our parks, roads, and utility systems help set the course for the next generation while continuing to build trust within the community. There is perhaps no better evidence than Eugene voters' resounding approval to continue the street repair bond measure in the November 2012 election. The Eugene Airport has continued to set new records for passengers nearly every month, an indication of growing confidence within the business community. The focus on innovation, attention to the triple-bottom-line, and award-winning service delivery has proven a winning combination.

We are proud to contribute to the quality of life that attracts and retains people to our community and welcome the ongoing challenge that accompanies Eugene's high expectations. For more information regarding the services described in this report, or to view a brief annual highlights video, please visit us online at www.eugene-or.gov/pw.

Kurt Corey

ORGANIZATION

In FY13, the Public Works Department employed approximately 421.75 full-time-equivalent (FTE) positions budgeted in six divisions:

Administration — 17 FTE positions budgeted in three sections: Financial Services and Utility Administration, Public Affairs and Graphic Services; and Human Resources and Administrative Support.

Airport — 33 FTE budgeted in four sections: Airport Administration and Financial Services; Planning and Development; Marketing and Public Relations; and Airfield Operations and Maintenance.

Engineering — 78.6 FTE budgeted in five sections: Darwin and East project teams; Information Team; Administrative Support Team; Land Development Review and Acquisitions Team; and Transportation Team, plus Water Resource Manager.

Maintenance — 130.25 FTE budgeted in five sections: Finance and Administrative Services; Fleet Services; Surface Operations; Subsurface Operations; and Transportation Operations.

Parks and Open Space — 79.4 FTE in five sections: Park Operations; Parks and Open Space Planning; Natural Resources; Finance and Administrative Services; and Marketing and Outreach.

Wastewater — 82.5 FTE in four sections: Administrative Services; Operations, Maintenance and Facilities; Technical Services; and Industrial Source Control, Lab and Sampling.

Craig Carnagey Takes Helm as POS Director

The Parks and Open Space Division started fiscal year 2014 with a new director. Craig Carnagey, who previously served as Parks and Facilities Manager for the City of Albany, was selected as the new Parks and Open Space Division director following a nationwide recruitment.

Carnagey is a graduate of the University of Oregon with a master's degree in landscape architecture and brings more than 10 years of parks operations and management experience to the position.

Carnagey replaces former POS Director Johnny Medlin, who retired in 2012. City Engineer Mark Schoening served as interim POS director in FY13, and Matt Rodrigues filled in as AIC city engineer in FY13.

Division Directors



(top to bottom)

Michelle Cahill, Wastewater

Craig Carnagey, Parks and Open Space

Tim Doll, Airport

Jeff Lankston, Maintenance

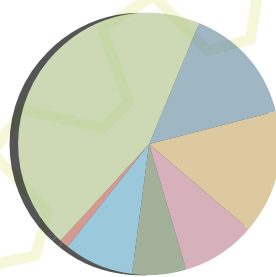
Mark Schoening, Engineering

Robert Tintle, Administration

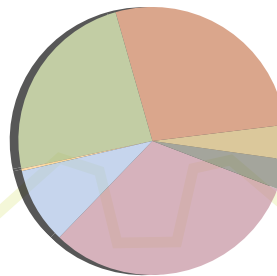
Sustainable Funding

Operating Expenditures

Stormwater & Wastewater Funds		
	\$30,151,881	44.5%
Regional Wastewater	\$12,026,259	
Local Wastewater	\$6,530,167	
Stormwater Utility	\$11,494,839	
Wetland Mitigation	\$100,617	
Road Fund		
	\$10,021,883	14.8%
Fleet Fund		
	\$10,338,366	15.3%
General Fund		
	\$6,107,476	9.0%
Professional Services		
	\$4,569,147	6.7%
Airport Fund		
	\$5,905,571	8.7%
Other		
	\$633,793	.9%
Construction Permits	\$383,096	0.5%
Parking	\$39,019	0.1%
SDC Administration	\$211,679	0.3%
TOTAL	\$67,728,117	



OPERATING



CAPITAL

Capital Expenditures

Stormwater & Wastewater Funds		
	\$5,796,766	23.95%
Local Wastewater Utility	\$2,433,252	
Stormwater Utility	\$3,346,002	
Wetland Mitigation	\$17,511	
Road Funds		
	\$6,591,631	27.23%
Road Fund	\$2,893,982	
Transportation Utility	\$3,697,648	
SDC Funds		
	\$1,052,740	4.35%
SDC Transportation	\$764,986	
SDC Wastewater	0	
SDC Stormwater	0	
SDC Parks	\$287,754	
General Fund		
	\$841,835	3.48%
Special Construction Funds		
	\$7,583,623	31.33%
Parks & Open Space	\$116,883	
2008 Street Bond	\$6,937,089	
Community Revitalization	\$529,650	
Airport Fund		
	\$2,242,119	9.26%
Donation/Trust Funds		
	\$95,585	0.39%
Hayes Trust	\$401	
Parks Maintenance	\$95,183	
TOTAL	\$24,204,298	



2008 Street Repair Bond Measure Wraps Up in 2013

FY13 signified the final year of the projects funded by the 2008 voter-approved, five-year, \$35.9 million bond measure to fix city streets. The 2008 bond measure promised to fix 32 streets in Eugene. Based on the favorable bidding climate early in the bond and cost reductions due to rehabilitation and reconstruction techniques realized throughout the bond, the City constructed a majority of the projects prior to 2013 and projected excess bonds funds at the end of the bond period. In accordance with the terms of the bond, the city council added other street preservation projects to the original list of streets. By the end of calendar year 2013, the City will have repaired a total of 43 streets and multiple off-street paths.

The bond measure has been critical to addressing a backlog of needed street repairs, adding to the \$3 million a year the City receives from Eugene's 5-cent-per-gallon local gas tax.

Voters Say Yes to Continuing Street Repair Program

In November 2012, Eugene voters overwhelmingly approved a measure that will continue the City's road repair program for another five years. A new, \$43 million bond measure promises to fix 76 more streets and provide an average of \$516,000 per year for bicycle and pedestrian projects.

The bond measure takes effect in 2014 and will continue a bond-funded pavement preservation program that was first approved by local voters in 2008.

The bond measure is expected to cost an average of \$0.65 per \$1,000 of assessed value each year for five years. For an average homeowner in Eugene, this would be about \$127 per year. This rate is also the approximate average tax rate levied over the five years of the 2008 bond measure. Accountability to taxpayers is an ongoing cornerstone of the new bond measure. A citizen Street Repair Review Panel, formed in 2008 after the passage of the first street repair bond measure, will continue to monitor the expenditure of bond funds and the completion of repair projects.

Laurelwood Golf Course on Par

A contract was signed by Cask Course Corporation in FY13 to maintain and operate the Laurelwood Golf Course, concluding a request-for-proposals process and lengthy negotiation with Parks and Open Space staff.

As part of the agreement, a subsidy of \$100,000 was contributed by the City to offset the costs of maintenance and operation that currently exceed revenue generated by the golf course. Up to \$45,000 of capital improvement funds will be available for improvements to the course and facility. Subsidies for contract years two through five will be negotiated in October of the preceding year.

The goal of the contract negotiation process was to establish a self-sustaining operation where the costs to operate and maintain the golf course are supported by revenue generated by the facility. City staff is working with the contractor to develop strategies to increase revenue generated by the facility and reduce maintenance costs.



Qualified Work Force

Seeds of Diversity

In October 2012, the Public Works Diversity Committee began an e-mail series of monthly topics called “Seeds of Diversity: Ideas for Supervisors” to help provide managers and supervisors with diversity topics for meetings. The Diversity and Equity Strategic Plan requires that diversity, equity and human rights topics be included in management team and work group meetings as a standing agenda item. The intent of the discussions is that all employees, no matter the job, continue on a learning path to strengthen cultural competency and a general understanding around diversity, equity and human rights. The hope is for a future when having a “requirement” to discuss diversity topics is not necessary. For now, the “Seeds of Diversity” topics are intended to be a tool that will help all employees be more aware of multiple perspectives in the workplace.

Sample Seeds of Diversity

Do One Thing for Diversity
and Inclusion

Personal Space

Generational Differences
in the Workplace

APWA Identification Icebreaker

Cultural Crossing



Maintenance Plans to Manage Emergencies

It is the responsibility of Public Works Maintenance (PWM) staff to respond to a variety of disasters, from small storm events that may leave debris on the roadways, to larger events that could cripple parts of the community. Preparedness for PWM means many things, from staff training to emergency exercises.

Staff awareness and annual training are key parts of the emergency management program. Awareness involves knowing what is likely to affect our area and the resources that would be available given the scale of the emergency. First responder preparedness training was provided to PW staff to ensure they are prepared at work and at home and able to report to work during an emergency event. This means making an emergency preparedness plan and having at least 72 hours of essential supplies on-hand for the household.

Emergency exercises are another way to prepare staff for emergency response. PWM staff get hands-on scenario training targeted to their work level so that in an emergency they’ll know how to respond. Staff, partnered with US Army Corps of Engineers experts, participated in a debris management exercise to test the ability to handle a disaster that produces significant amounts of debris within our community. The exercise revealed areas of improvement that staff will continue to focus on strengthening over the coming year, including the development of a recycling plan to reduce the amount of debris going to landfills.

The PWM Emergency Management Program is constantly growing and evolving by staying up-to-date on the possible emergency events for the local area, ensuring staff is prepared at home and at work to meet the needs of the community.

Qualified Work Force continued

Learning to Connect, Connecting to Learn

For the second year, the Public Works Diversity Committee sponsored two workshops allowing participants to learn about communication and teamwork while completing a series of hands-on exercises.

The City of Eugene's Diversity and Equity Strategic Plan (DESP) sets practical guidelines to support a broad range of City efforts to meet the needs of a diverse and changing organization and community. The third goal in the DESP is dedicated to work force and work environment — achieve and maintain a work force that reflects our community, and create a work environment that supports all employees.

“Learning to Connect/Connecting to Learn” workshops are offered to all Public Works employees to encourage development in this area.

The workshops encourage employees to experience diversity concepts in a fresh way, and also mix employees from all divisions and job types in an informal learning environment. The training challenges and empowers individuals to learn, grow and explore solutions to daily life challenges. Insights, strategies, and lessons learned in the workshop are transferred and applied to “real life” and helps create a work environment that supports all employees and customers. The workshop helped to strengthen internal and external working relationships. Participants finish the sessions with new connections and ideas for problem-solving, team building, and communication.



Workshop Quotes

“It is important to recognize ‘people’ as opposed to ‘position’.”

“Everyone brings something to the table.”

“It is nice to see others’ views of the interconnectedness of the department.”

“Focus on relationships, active listening, collaboration, and building trust with others in the organization.”

“Informal leaders are an important part of any team.”

Public Works Assesses Inclusive Environment

Contributing to the goal of ensuring that City services are accessible, inclusive and equitably provided, inclusive environment self-assessments were performed on the administration offices at the Roosevelt Yard and the Wastewater Treatment Plant to identify how the physical environment of the space affects patrons and employees and to develop recommendations to meet the needs of current and potential users.

The assessments included 16 inclusivity dimensions as part of a Citywide effort to re-examine space, furnishings, and layout of facilities. Lower-cost recommendations for the Roosevelt Yard included updating posters and pictures, adding more visitor parking spots, and making forms available in other languages. Higher-cost recommendations included adding infrastructure to help people cross the Roosevelt Boulevard, updating signage, and adding an automatic opener button for the entrance door. Lower-cost recommendations at the Wastewater Plant included changing the artwork, restriping parking spaces, and adding contrasting colors to outdoor signage. Higher-cost recommendations included remodeling the restrooms, creating and installing a wayfinding map, and expanding the lobby.

Environmental Management System Audit at Wastewater

Every three years the Wastewater Division is required to conduct a full-assessment external audit for ISO 14001 Environmental Management System (EMS) recertification. In May 2013, Wastewater had a successful full-assessment external audit conducted by NSF International Strategic Registrations, Ltd. resulting in recommendation for recertification. The auditor interviewed staff, conducted a document review, and toured the facility. The auditor was complimentary to the Wastewater EMS program and stated, “EMS continues to be well administered, and application of the requirements appears to have become an integral part of operations.”

For FY13, Wastewater completed two EMS objectives as required by the ISO standard. The first objective was to reduce the consumption of electrical power. This was done by installing an energy efficient aeration blower. The second object was to reduce solid waste. This was accomplished by providing training and increasing communications to staff on recycling.

SHARP Gap Analyzed

The Maintenance and Parks and Open Space divisions completed a comprehensive assessment of a safety and health program under the guidance of OSHA's Safety and Health Achievement Recognition Program (SHARP). The assessment revealed deficiencies that Public Works staff is troubleshooting. In the coming year, staff will focus on enhancing the equipment training program, developing an all-hazards reporting system and updating job hazard analyses. By working through SHARP and building an exemplary safety and health program, the department expects to see employee injuries and accidents drop. The objective is to send employees home safely, or even in a better state than when they reported for duty.



Park Watch Keeps Parks Safe, Clean

A new online tool makes it easier to help keep Eugene's parks safe, clean and green.

Park Watch is a powerful and interactive collaboration between the community, the Eugene Police Department, and Parks and Open Space and Recreation divisions to increase safety and reduce crime in Eugene's parks, recreation facilities, and surrounding neighborhoods. Park Watch has been in existence for two years, targeting patrols in high-use park and recreation areas throughout the peak season with very positive results.

These efforts are now being assisted by the release of a new online tool that takes advantage of quick and immediate reporting, provides direct access to the appropriate responder, and allows staff to track incident locations for follow-up action. Park users, neighbors and staff can easily report non-emergency safety issues immediately as they are encountered in the park or facility at www.eugene-or.gov/parkwatch from any computer or mobile device.

The types of non-emergency issues that can be reported include bike path hazards, graffiti, harassment, theft, trash, vandalism, disorderly behavior and more. Best of all, users do not need to worry about whether to report to Parks or Police; the dropdown menu is coded appropriately. For example, a "restroom problem" is reported to Parks automatically, while "disorderly conduct" goes straight to the Police Department.

The next step for Park Watch includes signs in the park system with the website and QR code direct access for smart phone users. The signs will be installed in fall 2013 and will encourage users to trust their intuition. If it doesn't feel right, report it!



Stormwater Training Video Explains BMPs

The City of Eugene submits an annual report to the Oregon Department of Environmental Quality that chronicles work done to protect local waterways. This report includes 24 best management practices and water quality analyses from staff who work in five divisions of the Public Works Department.

To help staff better understand the stormwater program, an internally-developed educational training video was completed in June 2013.

The people interviewed work for the City and have in-depth knowledge of stormwater programs and practices. By having a broader understanding of the stormwater program, staff can become more knowledgeable about stormwater-related issues and resources in the organization.

The training video is available in a one-hour segment or three 20-minute segments through the City's intranet and educational and learning system.



Full Range of Transportation Options

New Air Carriers Serve Eugene

Two new air carriers began service at the Eugene Airport in FY13. Frontier Airlines launched new seasonal service between its Denver hub and the Eugene Airport on May 16, 2013. American Airlines started service between Eugene and Los Angeles on June 16, 2013.

Frontier operates three days a week utilizing 138-seat Airbus 319 aircraft. American serves the Eugene Airport with twice daily nonstop service, between Eugene and Los Angeles, on 50-seat CRJ aircraft.

The addition of these flights will bring much needed added seat capacity for east- and south-bound travel and provide passengers with more options for reaching their destinations.

This brings to six the number of airlines serving the Eugene Airport, the most commercial airlines ever operating at EUG.

With the addition of the American service, there will be approximately 11,000 weekly departing seats. A comparison of weekly departing seat numbers from five years ago, during the Great Recession, shows a 39 percent increase in seats at EUG as of June 12. During that same time period, the Eugene Airport increased passenger retention by 8 percent.



Breakfast at Bicycle Bridges Celebrates Eighth Season

In summer 2013 the Transportation Planning team in Public Works Engineering hosted its eighth season of “Breakfast at the Bridges” events. Breakfast at the Bridges is a summer-long series of events that take place on the last Friday of every month May through October. Public Works partners with the “Summer in the City” program to help promote these events.

Breakfast at the Bridges is designed for path users and commuters to grab a quick bite to eat and a cup of coffee, meet City staff, learn more about transportation in Eugene, and get a bicycle safety check. This signature summer event series celebrates the outdoors and encourages active transportation – especially walking and bicycling – to meet larger City goals, including healthy living, sustainability and a vibrant business community.

The 2013 schedule of events included events at Amazon Path, Greenway Bike Bridge, DeFazio Bridge, Fern Ridge Path, Delta Ponds Bridge, and the Frohnmyer Bike Bridge.



3rd Annual Eugene Sunday Streets Program a Success

In 2013, the Eugene Sunday Streets program expanded to two events – one in downtown and another in Bethel. More than 5,200 people came out to enjoy the city’s largest public spaces – its streets – by foot, bicycle, wheelchair, roller blades, skateboard, and more along the car-free Sunday Streets routes.



Eugene Sunday Streets partnered with staff from Library Recreation and Cultural Services to make Sunday Streets Downtown a “Summer in the City” event. Sunday Streets Downtown also partnered with dark30 sports to launch the TrackTown City Center Mile and Rolf Prima Criterium races by sharing part of the route in the morning and lending support with route closures.

The program achieved its fundraising goals: \$27,000 raised through sponsorships, vendor fees and individual donors and another \$26,000 worth of advertising and entertainment provided through in-kind donations of services.

Transportation System Plan Enters Second Phase

The update of Eugene’s 20-year comprehensive Transportation System Plan (TSP) entered its analytical second phase in 2013. The new TSP is key to realizing Envision Eugene’s strategy for accommodating an additional 34,000 residents and a similar number of new jobs while improving the community’s livability and economy.

In the first phase of planning, the Transportation Community Resource Group helped develop goals and objectives for future transportation choices, a long list of projects and programs to be studied further, and criteria to be used in comparing the list of projects. The second phase of work includes analysis and prioritization of projects and programs, cost estimating, public involvement, and adoption scheduled to begin in summer 2014.

The TSP update is coordinated with other transportation plans in this region, including Envision Eugene, Lane Transit District’s Long Range Transit Plan, Eugene’s Pedestrian and Bicycle Master Plan, and Eugene’s Community Climate and Energy Action Plan.

Primary funding for this project is provided by the Oregon Department of Transportation, which hired the consulting firms of CH2M Hill and Kittleson Associates to provide technical assistance to the City.



West Eugene EmX Extension Moves Ahead

Public Works Department is intimately involved with Lane Transit District as 8.8 miles of service are added (counting both directions) to the “EmX” bus rapid transit system. The West Eugene EmX Extension project has entered the design and engineering phase, in which detailed plans are developed prior to construction. Public Works Engineering participates in face-to-face discussions with owners of property and business operators where the proposed transit improvements may directly affect their land. The designs are reviewed for ways to avoid or reduce impacts to landscaping, driveway access, parking, signs, on-site operations, and traffic safety.

Engineering staff coordinates with Parks and Open Space, Urban Forestry, the Permit and Information Center, Traffic Operations, and ODOT to address owners’ concerns. The consultant team hired by LTD, led by Parsons Brinckerhoff in Portland, includes the local firms of P!VOT Architecture, Cameron McCarthy Landscape Architects, JRH Transportation Engineering, and Sperry Tree Care.

The EmX system provides frequent transit service through a combination of dedicated transit lanes, priority at signalized intersections, convenient fare machines, level boarding, and multiple doors on both sides of the vehicle.

Extension of the EmX line to Commerce Street was approved by the City Council in 2012. Federal and state funding has been secured. The design and engineering phase is expected to continue through winter 2014, with construction to follow. LTD expects that construction will begin no later than 2015.

Maintain and Improve Infrastructure

Eugene Airport Terminal to Be Remodeled

A terminal lobby remodeling project planned at the Eugene Airport will move the baggage screening machines, currently located in the lobby across from the airline ticket counters, behind the scenes. Once finished, passengers will be able to check their bags right at the ticket counter and the lobby will be restored to its original appearance.

As part of this project, airline offices behind the ticket counters have been moved to temporary space, in modular buildings installed to the west of the building. The ticket counters will be moved a few feet into the lobby, and a construction wall built. Airline employees will continue to work at the relocated ticket counters, and there should be no disruption in service to passengers.

The finishing touch on this project will be the installation of new ticket counters and back wall treatments with video monitors, which will eventually be integrated into a new flight information display system. The new kiosk-style ticket counters will offer more self-check-in stations, in addition to the agent positions.

The total project cost of \$5 million includes \$3.2 million in funding from a Transportation Security Administration grant. The balance of the project is being funded through passenger facility charges. Construction is targeted for completion in fall 2013.



Program Preserves Pavement

In calendar year 2013, approximately \$14 million was spent to fix more than 21 lane miles of city streets. Repair work methods varied from full-depth road reconstruction, road recycling and curb-to-curb overlays. Primary sources of funding include approximately \$10.5 million from the 2008 voter-approved street repair bond measure, \$1.6 million in local gas tax revenues, and additional funding from local transportation system development charges and federal grants.

FY13 Major Street Repair Projects

5th Avenue (High to Blair)
5th Avenue (Hwy 99 to Bailey Hill)
10th Avenue (Olive to Jefferson)
18th Avenue (Washington to 510' east of Chambers)
Alder Street (18th to 24th)
Blair Blvd (2nd to Monroe)
Broadway (Lincoln to Monroe)
Coburg Road (County Farm to Chad)
Hilyard Street (Broadway to 13th)
Olive Street (10th to 11th)
Van Buren Street (RR crossing to Blair)
Willamette Street (19th to 23rd)

Pipes Inspected Prior to Paving

The Engineering and Maintenance divisions work collaboratively on the Pavement Preservation Program. The overall goal of the program is to preserve the quality of improved and reconditioned streets for as long as possible.

Engineering generates a list of streets that need repair based on traffic patterns, pavement inspections performed by Maintenance surface operations staff, and structural tests. This list is then given to Maintenance staff a full calendar year before the street repairs are going to take place. Using the paving project limits defined by Engineering, the closed circuit TV and vector crews from Maintenance work in teams of two to inspect the storm and waste lines, catch basins, and manholes using digital cameras mounted to robotic tractors that are controlled by operators in mobile inspection units.

After the inspections have been completed, Engineering and Maintenance staff review the inspection reports and videos, and then Engineering arranges for any defective pipes to be repaired or replaced prior to the street being refurbished. Maintenance then inspects the repaired pipe before the one-year warranty on the infrastructure has elapsed.

In FY13, Maintenance staff inspected 191 stormwater lines, with all connected catch basins and manholes, along with 104 wastewater lines, with all connected manholes and cleanouts, in anticipation of FY14's paving projects.

This collaborative approach saves the citizens of Eugene both time and money because repaired roads are not subsequently re-excavated to repair subsurface infrastructure.



Program Eliminates Drywells

The drywell elimination program began in FY12 with the goal of improving drainage and protecting local water quality. The City has more than 160 drywells in areas with limited piped systems or waterways to receive stormwater.

Construction was substantially completed on two pilot projects in FY13. Both the Shirley area swale and Escalante area swale are in the first year of a two-year plant establishment period. Both neighborhood swales are operating as planned and are visually monitored following heavy rain events.

The scoping and design work for the next group of projects was also completed in FY13. A contract was awarded to eliminate drywells in three areas. Neighborhood flooding and seven drywells will be eliminated in the Willowbrook area in Santa Clara. The storm runoff will be piped to a swale where it will filter through vegetation, infiltrate into the ground and, as needed, flow into the existing storm system in Irvington Road. In the Taz area, also in Santa Clara, one drywell will be eliminated. A mechanical treatment device will treat the stormwater runoff before it flows into the East Santa Clara Waterway. In the Riverfront Research Park the abandonment of one drywell will be completed. Construction is expected to be complete in these three areas in FY14.

Biosolids Air Drying Beds Resurfaced

Two biosolids air drying beds were resurfaced with asphalt in FY13. The Biosolids Management Facility uses 13 beds over 24 acres to facilitate drying of biosolids prior to land application. The air drying beds have been a standard part of the biosolids drying process since their original construction was completed in 1995. The drying beds must be periodically resurfaced, just like streets and highways, to extend their useful life and prevent full depth failure that would require more costly reconstruction.

Wildish performed the work, which consisted of removing two inches of the existing asphalt surface and adding a two-inch lift of new asphalt wearing course. The total cost of the contract was \$155,290. Six beds have been resurfaced over the past three years, leaving seven other beds to be resurfaced over the next three years.

Aeration Blower Replaced

The Wastewater Treatment Plant was constructed in the early 1980s with six 1,000-horsepower blowers that provide oxygen to eight aeration basins. In March 2013 one of these blowers was replaced with a much more efficient turbo blower. This is a major milestone in energy conservation for the division as operation of the blowers is the largest user of energy in the treatment process. The new blower is already demonstrating savings, and studies are ongoing to evaluate the viability of replacing other blowers for additional savings.

Wastewater Greenhouse Gas Inventoried

In 2013, Wastewater Division staff completed a greenhouse gas (GHG) inventory and prepared a report of the results for the Metropolitan Wastewater Management Commission. The inventory covers the regional wastewater treatment plant, biosolids operations, and local and regional pump stations. The drivers to conduct a greenhouse gas inventory included addressing possible future regulation of GHG emissions, responding to requests from the cities of Eugene and Springfield for GHG data to complete their inventories, and incorporating GHG strategies in future planning efforts.

The main contributors to greenhouse gas emissions are from electric consumption, supply chain purchases that include capital construction projects, and treatment processes. In addition to contributing to local efforts on climate action, the results of this inventory will be used to develop strategies to minimize GHG impacts.

Greenwich Pump Station Rebuilt

The Greenwich Wastewater Pump Station rebuild was completed in May 2013. This local station serves a portion of Santa Clara and has been in service since 1987. The rebuild included installing two Flygt 60 hp dry-pit submersible pumps. The pumps are up to 25 percent more efficient than the previously pumps of the same size. Variable frequency drives were installed in place of motor starters, which will enable staff to operate the pumps in different modes in the future to reduce energy use and increase efficiency. The completed project will ensure many years of dependable service along with the ability to take on additional wastewater flow if needed.

Infrastructure continued

New Primary Sludge Thickener Constructed

A new primary sludge thickener was constructed in 2013 at the Wastewater Treatment Plant to improve flow capacity and treatment.

Under normal operation, a primary clarifier allows solids to settle and build a thick layer, which is then pumped to a digester. When hydraulic flows get too high, the current washes out this settled layer and defeats the treatment process. To counter this and avoid building additional clarifiers, a primary sludge thickener was constructed.

Now, under high flows, the solids are immediately pumped out of all four primary clarifiers and thickened in the primary sludge thickener before being pumped to a digester. Not only does this allow the primary clarifiers to operate at a higher hydraulic loading rate, it also minimizes excess cold water sent to the digesters which wastes storage capacity and costs more energy to heat up.

Enhanced Street Repair Program Proves Popular

FY13 was the fifth year of enhanced street repair services supported by road operating funds. This maintenance program, better known as the pothole program, focuses maintenance activities on approximately 88 lane miles of asphalt unimproved streets throughout the city of Eugene. The main goal of the program is to reduce the number of potholes Maintenance staff responds to on a yearly basis. Prior to 2008, crews repaired up to 7,000 potholes annually, the majority of which were located on unimproved streets. To address this issue, crews perform thin-lift maintenance overlays to repair some of the worst streets in the city.

Maintenance overlays consist of cleaning the existing asphalt surface and the prepping and overlaying the full width of the street with new asphalt. Many citizens consider streets that receive an asphalt overlay to be improved, even though those streets lack curb,

gutters, sidewalks and storm drains. This surface treatment is not intended to provide a full service-life solution. However, it does improve the ride quality, neighborhood aesthetics, and maintenance efficiencies for a limited time at a reasonable cost. Maintenance overlays are one effective option until a long-term solution for Eugene's unimproved streets is identified.

Maintenance overlays were accomplished using Public Works Maintenance staff and local contractor services. In FY13 Public Works Maintenance was able to treat approximately six lane miles. Street segments receiving overlays included the unimproved sections of Jay Street, Rutledge Street, Ellsworth Street, Vincent Street, Leigh Street, Firwood Way, Hughes Street, Van Avenue, Oakway Terrace, Arcadia Drive, Lorane Highway, Olive Street, Devos Street, Jefferson Street, Honeysuckle Lane, East 43rd Avenue, Debrick Road, Taft Street, Acorn Park Street, and Warren Street.

The enhanced street repair program has proven to be a very popular program with local residents. Rating criteria have been established to prioritize a long list of unimproved streets, and the department's ability to provide ongoing service will be based on available funding. Since its inception, the enhanced street repair program has overlaid more than 24.5 lane miles or 28 percent of the unimproved street system.

Large Pipe Inspections Reveal Good Conditions

As a component of an ongoing operations and maintenance plan for the wastewater collection system, the Public Works Maintenance Division is tasked with inspecting all of Eugene's large-diameter wastewater lines, large diameter defined as 42 inches and greater. In-house, closed circuit television inspection crews regularly inspect smaller diameter lines, usually when the flow levels are low. Due to the constant flow levels and the size of pipe, large-diameter line inspection requires specialized equipment that is able to float, and in some cases uses sonar technology. This very specialized equipment allows inspection personnel to view and record existing pipe conditions above and below the water surface. During FY13, a contractor specializing in this type of inspection was hired and completed the first phase of the project, which included six siphons.

The City's wastewater collection system converges into two main interceptors (East Bank and West Bank) that lead to the wastewater treatment plant. During FY12 and FY13 these interceptors, totaling approximately 55,000 linear feet, were inspected. The interceptors were found to be in very good condition with only some very minor degradation on the sides of the East Bank Interceptor.

Over the next year, the second and final phase of this inspection cycle will be completed. This will ensure that the City can continue to maintain a functional, efficient wastewater collection and help guide future rehabilitation for large-diameter pipes.



Mobile Devices Streamline Maintenance Work Orders

Mobile devices are becoming more commonplace in our personal and professional lives. The Public Works Maintenance Management System (MMS) team made significant strides in mobile technology in FY13. An application (dubbed MMSiOS) was launched that unified MMS by consolidating several MMS Mobile applications into one. This new application collects data including GPS locations. Crews can now manage work orders, used to track work done throughout the city, and requests for service, used to identify issues that are not on a regular maintenance schedule in the field.

Previously, MMS mobile consisted of six applications that were all maintained and updated separately. This was labor intensive, requiring the development team to maintain separate code bases that often overlapped. Additionally, users had to know exactly which application they needed, and when and how to update the application. Developers updated MMSiOS to streamline MMS Mobile for developers and end users and were able to deploy the upgrade within three months.

New functionality of the upgrade includes an auto-update function that notifies a user when a new version is available and installs it with a single click. Other new features developed in FY13 include the ability to update a request for service or a work order with notes and photos, convert a request to a work order, view a work order “bucket” list, view a map of active requests and work orders, and quickly create a work order for illegal campsite posting and/or clean-up.

Due to the efficiencies gained in the field with this new mobile technology, the number of iPhones and iPads issued to field staff and managers has increased significantly. Field staff has come to rely on mobile technology, prompting an increase in new ideas and functionality requests to the MMS team. Ultimately, this means quicker responses to requests from the public.

Street Sweeping Program Adapts to Community Needs

The Public Work Maintenance street sweeping crew maintains 28 established routes throughout the city. These routes incorporate more than 1,300 lane miles, 41 miles of bike paths and 17 miles of improved alleys. Routes are designated by street type – residential, collector and arterial – which then determines sweeping frequencies and the time of day they need to be swept. Sweeping operations begin Sunday evenings and continue 24 hours a day through Saturday morning. Staff continues to meet and exceed these sweeping frequencies.

City’s evolving infrastructure requires staff to continually monitor sweeping routes to ensure they are being maintained efficiently. To maintain an effective program, adjustments are made that ensure public safety and meet permit requirements, community needs, and

neighborhood aesthetics. Being adaptive to the community needs, along with monitoring and adjusting routes for efficiencies, helped sweeper operators sweep more than 41,000 lane miles and remove more than 15,000 cubic yards of debris in FY13.

In addition to being an adaptive program and working efficiently, public outreach has played a role in this stormwater program service over the past several years. Educating the public on keeping travel lanes and bike lanes clear of debris helps decrease the sweeping time and provides safe travel lanes. Also, mobile reporting tools and the City’s website help the community report hazards such as gravel or glass. Submitting service requests through these reporting tools helps shorten the response time to hazards, allowing operators to make the streets safer for daily commuters.



Creekside Park is Eugene’s Newest Neighborhood Park

Creekside Park was constructed in 2012. The playground area provides unique elements for children to engage their whole bodies and brains while a separate sand and water play area features water troughs and a pump to provide hours of fun for mess-loving kids. The park design also protects the adjacent Goal 5 riparian zone for the seasonal creek that traverses the site, and includes an enhanced natural area meadow. The paved path from the northeast corner to the southwest corner of the park provides an accessible bike and pedestrian connection between two neighborhoods. The park has just one-third acre of concrete and 1.1 acres of lawn for unprogrammed field activities.

Eugene Park Stewards joined forces with area neighbors and the park’s adoption group to host a long-awaited celebration in July 2013. Children from the surrounding neighborhood joined Mayor Piercy for games, live bluegrass music and a dedication ceremony while a Eugene Police Department officer visited with families about neighborhood safety. The fun summer event was supported by generous donations from the Cascade Lions, neighborhood families and local businesses.

Strengthen Working Relationships

Eugene Airport Hosts Air Fair and 5K on the Runway



The Eugene Airport, in partnership with the Active 20-30 Club of Eugene, held the second annual Air Fair and 5k on the Runway on June 8, 2013.

The event featured a children's fun run, static aircraft displays, pilots, vendors and educational booths in addition

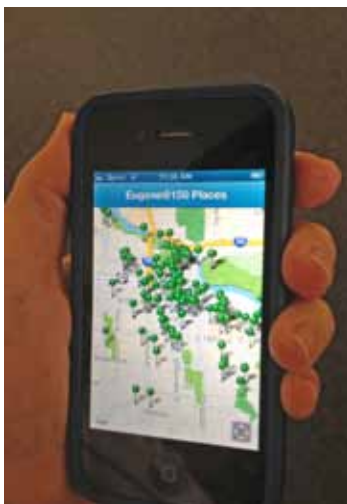
to Young Eagles flights, a kid's zone and an antique car display.

The 5K on the Runway was a great success with about 180 runners this year. Proceeds from the race benefit Active 20-30 Club-sponsored charities.

Public Works Finds Ways to Say Happy 150

The city of Eugene turned 150 in October 2012, and the Public Works Department found numerous ways to celebrate the occasion:

- A video series, "Hunting for History," (www.eugene-or.gov/history) was created by department staff and shared with local schools;
- The department's graphic designers worked with the Lane County Historical Museum to locate photos and other historical artifacts and created displays at the Eugene Airport and other city venues.
- The sesquicentennial theme was used at Public Works Day in May 2012 and at the department's annual summer picnic in August.
- Public Works staff helped develop a Eugene@150 iPhone app, assisted in the dedication of a major piece of public art that included old street car rails dug up on a street repair project, and provided other planning and promotional services.



Partnership Improves Water Quality

The City of Eugene's stormwater program is comprised of a multifaceted set of activities aimed at not only holding the line on water quality but also getting ahead of the curve to actually improve water quality in local creeks and rivers. Partnering to improve water quality makes sense and is an effective way to get the job done.

One example of a partnership for clean water is the City's work with the Long Tom Watershed Council. The City has had an active partnership with the watershed council since its inception in 1998. Most recently, the watershed council secured grant funding for a new project called the Amazon Creek Initiative, which is aimed at improving water quality through the use of "green" infrastructure.

Participation in the pilot retrofit program is voluntary. The watershed council is meeting one-on-one with interested property owners to evaluate site conditions and determine whether there are opportunities to replace or supplement existing traditional stormwater infrastructure with things like planters, rain gardens and swales. The City provides technical assistance, education and outreach assistance, and limited funding to be used as match money for the construction of green infrastructure features.

Civil Engineering Internships Provide Many Benefits

The Civil Engineering CoOperative Program (CECOP) pairs civil engineering students from Oregon State University, Portland State University and Oregon Tech with local municipalities and private companies. The program provides two, six-month-long paid internships and real-world experience for the students, engineering resources for local agencies, program depth for universities, and better-trained graduates for the engineering profession.

In FY13, the Public Works Department continued its decade-long relationship with CECOP by bringing in five CECOP interns, two in Maintenance and three in Engineering. These interns are given the opportunity to work on various City projects that are relevant to their future careers. Some of these projects are smaller, short-term projects that interns can work on through completion while others are longer term, ongoing projects.

Short-term projects can include tasks such as flow monitoring, pavement inspection, or pipe relining. Interns are vital to these types of projects, especially during the busy construction season. An example of a long-term project that extended beyond the duration of a single internship is the development of a hydraulic flow model for the City's wastewater system. Intern tasks for this project range from gathering flow data and researching data retrieval methods to statistically analyzing gathered data to be incorporated into the flow model.

Team Provides Locating and Permit and Services

The surface technical team in Public Works Maintenance is made up of several work programs, including utility location and right-of-way (ROW) utility permitting and inspection.

Eugene participates with state and county agencies to locate underground infrastructure prior to excavation to prevent damage to these facilities.

The utility location team locates and physically marks with paint on the ground City infrastructure such as wastewater and stormwater lines, street light wiring, telecommunication lines, and traffic signal facilities. The locators also respond to “emergency locates,” which requires a response within two hours. The team also does “pre-survey” locates to assist the Engineering Division and others who are designing public improvement projects.

In FY13 the locators responded to 7,925 locate requests and 172 pre-survey requests.

The right-of-way team issues permits and inspects post-construction right-of-way restoration work. Two types of permits are issued: individual permits and blanket permits. Individual permits include cut permits, right-of-way use permits, tree removal permits, and traffic control permits. Blanket permits are annual permits for franchise utilities to perform minor recurring work within the rights-of-way. The permits ensure that the City’s assets are restored to design standard specifications.

In FY13 the right-of-way team issued and inspected 1,362 blanket permit activities and 311 site-specific permits. The program brought in \$327,780 from fees charged for permitted utility work.

Fun in the Rain on Public Works Day

By continuing to communicate and engage with the public, Public Works meets an important goal of the department’s Diversity and Equity Strategic Plan. Public Works Day encourages community education and provides an opportunity to discover diversity in Public Works as participants meet many of the people who work and help care for the community every day.

The 26th annual celebration of Public Works Day occurred on May 16, 2013, at the Roosevelt Yard. The weather was a bit soggy, but it didn’t stop nearly 2,000 visitors from having a good time. Most of the visitors were schoolchildren decked out in bright orange vests. True Oregonians, they disregarded the passing showers as they climbed onto equipment, crawled through a large pipe, peered at insects in terrariums, high-fived Lily the Frog and took their turn traveling through Tiny Town, among other things. More than 50 tour guides helped students and teachers navigate the many displays and answer questions about the variety of services provided by Public Works.

Public Works Diversity Committee members facilitated an interactive conversation with students while they waited in line for the trailer ride tour. The children viewed photos of public works employees depicting a variety of jobs and took turns guessing what job each employee was performing. Several key messages were included in the discussion: there are many different jobs in Public works; there are many “faces” in public works; and there are opportunities for everyone.



Working Relationships continued



Public Works Welcomes Veterans

With hundreds of thousands of men and women transitioning out of the military each year, there have been an increasing number of opportunities to assist them in their pursuit for civilian employment and welcome them into the workforce.

Public Works staff along with other staff within the City has been involved in many targeted outreach opportunities over the last year. Along with observing federal and state legislation regarding assistance to veterans, the department has participated in and supported the growing number of career fairs that dedicate all or part of their schedules to specifically assist former service women and men in their career search and preparation for employment.

Public Works also has developed an ongoing relationship with career counselors in the Joint Transition Assistance Program for

returning veterans that enables department staff to share recruitment ideas and support to assist reintegration back into the community.

The Public Works Department has had success in hiring several qualified staff over the last year who brought with them valuable skills and experiences gained while serving in the military. The department welcomes them and looks forward to their contribution to Public Works and the City of Eugene.

New Life Breathed into Washington Jefferson Park

The idea of renovating Washington Jefferson Park, including the addition of a world-class skatepark, began nearly a decade ago in early 2004 when more than 1,700 petitioners submitted a proposal to city council to build a covered and lit destination skatepark centrally located in the heart of Eugene.

Through a variety of public processes over the years, the project has continued to receive full support and priority status from both the community and the city council. The skatepark is being made possible through a strong public-private partnership between the City of Eugene and the non-profits Eugene Parks Foundation, Skaters for Eugene Skateparks and the Rotary Club of Eugene.

Throughout FY13, the partnership focused on extensive fundraising and awareness-building in preparation for construction in FY14. Volunteers spent hundreds of hours organizing and hosting art sales, skateboarding events and restaurant support nights, submitting grant applications and approaching local businesses for cash and in-kind material donations. To date, including a lottery-funded grant from Oregon Parks and Recreation Department, fundraisers have provided more than \$335,000 in outside funding to the project, far exceeding the \$250,000 goal. The remaining project costs are being covered by previously uncommitted system development charges.

Construction of the new skatepark and park renovations were scheduled to begin in July 2013, with substantial completion in late spring 2014.





The Story Behind the Talking Stones

Since 2009, City of Eugene Parks and Open Space, a volunteer citizen advisory group, Kalapuyan tribal leaders, and the Oregon Department of Transportation have worked in collaboration to officially name and develop the Whilamut Natural Area, which encompasses 237 acres in the eastern portion of Alton Baker Park and surrounds the new ODOT Whilamut Passage Bridge.

The Whilamut passage theme, featuring 15 boulders quarried from a basalt deposit in traditional Kalapuya territory, incorporates words, phrases and images that are central to the Chinuk Wawa language, spoken by the Kalapuya tribe who inhabited this site in years gone by. These stones are inscribed with a few of the remaining known words of the Kalapuyan language and their English translations.

In FY13, the final four stones were funded and installed as a part of the Willamette River I-5 Bridge project. Whilamut (pronounced WHEEL-a-moot) is the Kalapuyan word for where the river ripples and runs fast, which is also inscribed on one of the stones.

The bridge officially opened in August 2013 to Interstate-5 traffic, four months early and with a savings of up to \$12 million. The collaboration between the City, state, a general contractor and local volunteers resulted in improved bike paths and pedestrian access throughout the Whilamut Natural Area and along the picturesque Willamette River.

As an example of the integral placement of the basalt stones, Natural Resources and Parks Planning staff met with ODOT, Willamalane, the Whilamut Citizen Planning Committee, and Kalapuyan Elder Ester Stutzman to select the location of the Talking Stone named “Gudu-kut” (which means frog in the Kalapuya language). This was the fifteenth Talking Stone to be placed in the Whilamut Natural area. It was sited near a vernal pool to the northwest of Knickerbocker Bridge in an area that has historically supported Pacific chorus frogs. Each of the 15 stones were sited with equal care.

The Talking Stones project was undertaken in close consultation with Elder Stutzman and the Kommema Cultural Protection Association. At the opening ceremony, the Stutzman family welcomed each of the new stones with a story and song. Currently, the City is also collaborating with Elder Stutzman to record these stories and will make them available to the public on the City’s website.

Collaboration Pays Off on Pearl Street Projects

The Pearl Street repair project completed in spring 2013 is a good example of how inter-agency coordination can significantly improve safety and improve service to the community.

Pearl Street between 18th and 19th avenues is a concrete panel street. The south half of this block had been overlaid with asphalt in years past and was experiencing advanced deterioration both in the asphalt overlay and underlying concrete panels, affecting safety and ride quality for southbound cyclists and motorists. In addition, a water pipe maintained by Eugene Water & Electric Board ruptured in August 2012, causing extreme damage to the roadway. This created an opportunity to partner with EWEB on a collaborative restoration project to fix the water line and repair the street surface.

The portion of EWEB’s repair area within the Public Works’ project boundary was traded for an equal amount of concrete work outside the City’s project area. This cooperation provided a new concrete street surface for the whole block, eliminated repetitive projects in the same location, and minimized the restoration costs.

Because the combined project covered a full block, it created an excellent opportunity for improvements in the lane configuration for cyclists. Working collaboratively, the Engineering and Maintenance integrated the street surface repair project with marking modifications and signal loop relocation to provide a greatly improved cycling facility. Cyclists headed south on Pearl now have two safe route choices with the new enhanced layout.

Peace Park Memorial Opens in Alton Baker Park

At a celebration in April 2013, the nation’s first public memorial to the American recipients of the Nobel Peace Prize opened in West Alton Baker Park.

The Nobel Peace Laureate Project (NPLP) was the idea of local resident John Attig, and its completion was the culmination of years of successful planning, organizing and fundraising. The NPLP, a non-profit organization, was formed to implement the concept, and since 2003 has worked closely with the Parks and Open Space Division on design selection, development, construction and maintenance details. The site and design gained city council endorsement in 2006, and in the intervening years, the NPLP raised all of the necessary funds and donations to get the project approved and built. Additionally, the NPLP has signed an agreement to maintain the project for its lifetime.

Although a few project elements still need to be completed, the current site offers an accessible curvilinear hard surface path framed by beautiful stone walls behind which stands a separate educational sign about each American Nobel Peace Laureate. The paths are lit at night with the park system’s first LED fixtures, and two circular stone seating walls create separate nodes in which individuals and groups can rest and reflect.

The NPLP has created a curriculum for school teachers available on the web, and expects many schools to plan field trips to the site.

Working Relationships continued



Owen Rose Garden Rejuvenated

In 2011 a budget cut reduced staffing levels at Owen Rose Garden by 30 percent, setting in motion a thoughtful restructuring of this historic and beloved garden. The overall goals of the project were to reduce maintenance costs by scaling back the garden collection and improving sustainable garden practices while retaining the lush visual aesthetic and historic stature of the garden.

Since then, ill-suited, aged and diseased roses were removed and replaced with lower-maintenance rose varieties, and the number of planting beds was reduced. Several capital investments augmented these efforts, including automatic irrigation system expansions into areas that were previously hand-watered, removal of two large arborvitae hedges to improve safety and visibility into the garden, renovation of several paths and paved areas to reduce weeding time and improve access and circulation, and conversion of a poorly performing landscape bed to a lawn east of the green rose arbor.

In fall 2012, about 400 hybrid tea roses were dug from the garden. Nearly half were replanted within the garden and the remainder donated to the Eugene Parks Foundation for a benefit surplus rose sale. Visitors were eager to own an authentic piece of the garden and the sale raised more than \$1,000 to benefit the park system. The remaining 50 roses were donated to the OSU Extension Master Gardener's plant sale.

Improvements to the garden have made ongoing maintenance less time consuming for staff, safety and visibility have improved significantly, water and chemical use have gone down and the public notices a cleaner and more accessible garden. Owen Rose Garden is now positioned in a manner that helps ensure its health and beauty into the future in a fiscally and environmentally sustainable way.

Disc Golf Comes to Alton Baker Park

A new, temporary public disc golf course opened in West Alton Baker Park in 2013, culminating a planning process that began in spring of 2010.

A request for a new disc golf course facility in Eugene was first brought to Mayor Kitty Piercy and to the Parks and Open Space Division (POS) by local disc golf enthusiasts in 2009. In discussions with staff and disc golf representatives, POS determined criteria to identify a City-owned park site that could accommodate a functional and successful course in the near future. The only existing City-owned site meeting those criteria was West Alton Baker Park.

Once the general site was identified, POS staff initiated a public process to involve disc golf players, existing park users and stakeholders in a discussion of the implications of adding a disc golf course to the busy metropolitan park site. The public process included two public meetings, a stakeholder design charette, two on-line surveys, site walk-throughs with key stakeholders, and three disc golf trial days. Altogether, hundreds of citizens participated in these activities, and on one of the trial days, approximately 600 rounds of disc golf were played. Through the public process, it became clear that the disc golf course needed to minimize conflicts with existing facilities such as Pre's Trail and the Cuthbert Amphitheater, and also not conflict with planned facilities.

In the end, it was determined that a temporary disc golf course could be accommodated in West Alton Baker Park, south of Pre's Trail, and wrapping around overflow parking areas for the Amphitheater. POS agreed to allow the use for five years, with an annual review of the operation focused on compatibility with other park uses. After the City determined that an outside vendor would need to manage the course due to limited City resources, a request for proposals was issued, and local disc golfer Andrew Rich was selected to manage the course. The new, temporary disc golf course was officially opened on April 1, 2013. Disc golfers pay \$3 per round or \$50 a year for an annual membership.

Wastewater, Stormwater Billing Services a Team Effort

Public Works strives to maintain effective working relationships with interagency partners. One example is the collaboration between Public Works Administration and the Eugene Water and Electric Board (EWEB). On behalf of the City and the Metropolitan Wastewater Management Commission (MWMC), EWEB maintains customer and account data for stormwater and wastewater services, and provides billing and collection services. This interagency partnership allows the City and EWEB to work together to resolve issues, and share the costs of the billing and collection infrastructure. City and EWEB staff recently renewed the billing and collection contract, effective November 2013 through 2018.



Airport

A record 809,457 total revenue passengers traveled through the Eugene Airport in 2012. This reflects a 3.74 percent increase over 2011 which was the previous record year.

The Eugene Airport saw two new nonstop routes added in 2012. Allegiant Air added service to Palm Springs and Honolulu in November. EUG in 2012 experienced record travel months in April, May, September and December. In addition, two record single travel days happened on November 21 and December 26, 2012.

The Eugene Air Service Community Partnership includes the Eugene Area Chamber of Commerce, Springfield Chamber of Commerce, Travel Lane County, and the Lane Metro Partnership. These community partners have served a critical role in retaining and expanding air service at EUG.

Factors contributing to the record year include:

- Business travel increasing with an improving local economy.
- Big bump in leisure travel with new nonstop flights to vacation destinations.
- More passengers utilizing their local airport — the retention rate at EUG increased eight percent over the past four years.
- The Oregon Ducks appearance in the Fiesta Bowl and the Oregon State Beavers appearance in the Alamo Bowl, which included team, band, and booster charter flights.

Nearly all airline partners serving Eugene, including Alaska, Allegiant Air, Delta, and United, enjoyed an increase in passengers in 2012. Delta Air Lines, primarily serving the business market, enjoyed the largest percentage passenger bump with a 14.35 percent increase in 2012. Allegiant Air, which currently serves Las Vegas, Phoenix-Mesa, Oakland, and Los Angeles, Palm Springs, and Honolulu, saw a 13.94 percent increase in passengers in 2012. The Eugene Airport also offers nonstop service to Portland, Seattle, San Francisco, Denver and Salt Lake City.

Construction Permits

	PEPI* Applications	Value of PEPI projects	Subdivisions	Partitions
FY13	10	\$1,576,506	1 (5 lots)	15 (35 parcels)
FY12	16	\$1,652,951	1	12
FY11	13	\$2,793,782	4	10

*Privately Engineered Public Improvements

Services continued

Engineering Construction Management

Engineering staff designed and managed 23 construction contracts awarded in FY13 totaling \$13,763,572.

- \$7,218,346 for approximately 14.16 lane miles of pavement preservation projects on Coburg Road, Blair Boulevard, Van Buren Street, Fifth Avenue, 10th Avenue, Broadway, Olive Street, 18th Avenue, and Alder Street.
- \$569,645 to construct storm drainage and water quality improvements for drywell elimination in the Shirley Street area
- \$465,114 to construct storm drainage and water quality improvements for drywell elimination in the Escalante Street area
- \$347,683 to construct storm drainage and water quality improvements for drywell elimination in the Willowbrook Street area
- \$204,409 for stormwater and wastewater pipe repairs
- \$216,723 to construct Matt Drive from Parkview to 300' south
- \$351,638 to construct community wastewater extensions
- \$1,495,728 wastewater pipe rehabilitation projects
- \$461,837 for wastewater pipe improvements on Barger Drive
- \$1,034,112 for multi-use path improvements
- \$500,797 to resurface portions of Lorane Highway, Fairmount Boulevard, Skinners Butte Loop, Lincoln Street and Second Avenue as part of the pothole repair program
- \$37,710 to construct rock screen repairs at Skinner Butte Park
- \$273,701 to construct a wastewater flow splitter on Terry Street
- \$537,537 for rehabilitation of parking lot paving and the covered walkway at the Airport

Fleet

Fleet Services in FY13 purchased the organization's first all-electric sedan for operational use in the City fleet. The Nissan Leaf, an all-electric, five-passenger sedan, has been assigned as a general use pool vehicle for the POS and Maintenance divisions in Public Works. This sedan burns no fossil fuel to power its electric motor and emits zero carbon emissions from its tailpipe. In fact this vehicle doesn't even have a tailpipe. It is powered by an 80kw electric motor and takes advantage of lithium-ion battery technology to provide the electric drivetrain its needed power supply. The Leaf has an operating range of 75 miles. It can be charged by using 110 volt, 220 volt or a 480 volt fast charge.

This new addition to the City fleet is part of the ongoing effort of Fleet Services and the Public Works Department to bring forward advanced vehicle technologies to help the organization address fuel costs and to assist in reaching the goals of the City's Climate and Energy Action Plan. Currently City Fleet ICE (internal combustion engine) sedans are operated for a minimum of 10 years and the return on investment for this new electric sedan will be approximately 7.5 years. To move forward with new vehicle technology it must first meet both financial criteria and operational requirements for the City and is part of ongoing efforts to reduce the City's reliance on traditional fossil fuels.

Parks and Open Space

In honor of Eugene's 150th birthday, a hardy group of volunteer City employees and their families planted 150 native trees to help restore natural habitat along the Willamette River. Continuing their great work, later that winter a contractor planted several hundred more native large-canopy trees. The locations were on City-owned park property along the east and west banks of the Willamette River north of the Greenway Bridge. The work was funded through Eugene's stormwater program.

A healthy riparian edge provides important habitat for wildlife, including salmon. It also improves water quality, helps stabilize banks, reduces erosion, and satisfies regulatory stormwater permit requirements. The Ruth Bascom Riverbank Path is a significant recreational amenity with unique access to the Willamette River and acts as a "super highway" for alternate modes of transportation. A balanced approach to the pedestrian experience, retention of beautiful river views, public safety and limiting hiding places were all considerations factored into the selection of planting sites and density of the plantings.



Stormwater

In FY13, the department created a new, fresh-looking stormwater information website that is easier to navigate and more dynamic. The new stormwater information page includes links to six informative videos, 16 fact sheets, six years of Stormwater Connections newsletters, the SPLASH student curriculum, the Canines for Clean Water program, and news articles and other content designed to help Eugene residents become better informed about stormwater-related issues. To make it easier to market the stormwater web site, a special URL (www.happyrivers.org) was created and is used on all program materials.

Transportation

FY13 was a typical year for Traffic Operations. On the electrical side the section repaired 975 street lights including 392 residential, 440 arterial and 143 on bike paths. Crews relamped 1,605 street lights; this entailed replacing bulbs, cleaning lamps and performing maintenance. There were 758 repair calls for traffic signals, 390 traffic signal inspections were performed.

The sign crew added, repaired or modified 2,945 regulatory signs such as "Stop" or "Yield," 2,112 street name signs and 1,468 other signs, mostly parking related. Crews also laid down 1,062,864 feet or 201 miles of long-line street marking and replaced 5,466 raised reflective lane markers. Crews installed 1,108 pavement legends such as STOP, SCHOOL, right or left turn or combination arrows. Graffiti abatement responses for FY13 totaled 2,526 incidents.

Urban Forestry

- 614 trees were planted in the City of Eugene rights-of-way: 391 by City's contractor plus 169 by Friends of Trees plus 31 by Eugene Parks Stewards plus 23 by homeowners under City permits
- More than 1,100 public tree inspections were conducted
- 3,441 trees were pruned: 2,936 by City urban forestry staff plus 505 by City's contractors
- More than 100 trees were pruned by Eugene Park Stewards volunteers in partnership with Friends of Trees
- 651 trees were removed because of hazardous or unsafe conditions: 385 by City urban forestry staff, 46 by City's contractors, 56 by EWEB under IGA, and 164 by the public under City permits
- More than 900 requests for information and services were received



Wastewater

The Public Works Wastewater Division, under contract to the Metropolitan Wastewater Management Commission, provides operational services, including the treatment of wastewater, for the entire Eugene-Springfield metropolitan area. In FY13 the division:

- Treated 11.4 billion gallons of influent
- Produced 6.3 GW·h (gigawatt hours) of energy, enough electrical power to supply 505 average households for one year.
- Land-applied 2,819 dry tons of bio solids

Awards



Doll Appointed to IAAE Board

Eugene Airport Director Timothy Doll, AAE, was appointed to the Board of Directors of the International Association of Airport Executives, an affiliate organization of the American Association of Airport Executives.

AAAE was established in 1928 and is now the largest professional organization for airport executives in the world. In response to changes in the global aviation industry, AAAE in 1992, created the IAAE to foster opportunities as a result of “open skies” agreements reached between the U.S. and other nations.

Doll currently serves on the Board of Directors of AAAE. He is past-president of the Northwest Chapter of the American Association of Airport Executives and the Oregon Airport Management Association.

Doll has served as Eugene Airport Director since April 2007. He has more than 20 years of experience in airport management and holds a Bachelor of Science in Airway Science Management from Arizona State University.

Wastewater Division Brings Home the Platinum

The Wastewater Division has received a 2012 National Association of Clean Water Agencies (NACWA) Peak Performance Award.

This recognition program consists of three categories – Platinum, Gold and Silver. Platinum is awarded to facilities that have had no National Pollutant Discharge Elimination System (NPDES) permit violations for five years in a row. Wastewater Division has received the Platinum Peak Performance Award for the past two years.

Fleet & Radio Services Team Earns National Recognition

The City of Eugene Fleet and Radio Communication Services was recognized by the 100 Best Fleets Program and Government Fleet magazine as being one of the top 100 Public Fleets in North America for 2013 for the fifth consecutive year.

There are over 38,000 publicly managed fleets in the United States and Canada eligible to apply for this recognition. Fleet Services competed with over 300 applications from some of the best public fleet operations from across the continent. This national program looks critically at performance measures in multiple areas of a public fleet's operation and includes service delivery, employee support, performance management and cost competitiveness.



Directory of Public Works Services

ADMINISTRATION

101 E Broadway, Suite 400	541-682-8421
Department financial management	541-682-6087
Executive director	541-682-8421
Human resource management	541-682-5258
Public affairs	541-682-5523
Utility administration	541-682-4900

AIRPORT

28855 Lockheed Drive	541-682-5430
Air service development	541-682-6638
Parking information	541-688-6571
Paging	541-954-8364
Information	541-682-5544

ENGINEERING

99 E Broadway, Suite 400	541-682-5291
City easement/public utility—PIC*	541-682-8400
Construction assessments/contracts	541-682-5291
Development assistance—PIC*	541-682-5086
Right-of-way use permits—PIC*	541-682-5086
Flood zone information—PIC*	541-682-5086
Paving	541-682-5291
Stormwater	541-682-5291
Surveyors	541-682-5291
Transportation planning/bicycle information	541-682-5291

MAINTENANCE

1820 Roosevelt Boulevard	541-682-4800
Emergency after hours	541-682-5111
Fleet/radio services	541-682-4800
Graffiti removal	541-682-4800
Hazardous pothole repair	541-682-4800
Street repair	541-682-4800
Stormwater system maintenance	541-682-4800
Traffic/signs/signals	541-682-4800
Utility work right-of-way	541-682-4800
Wastewater collection system maintenance	541-682-4800

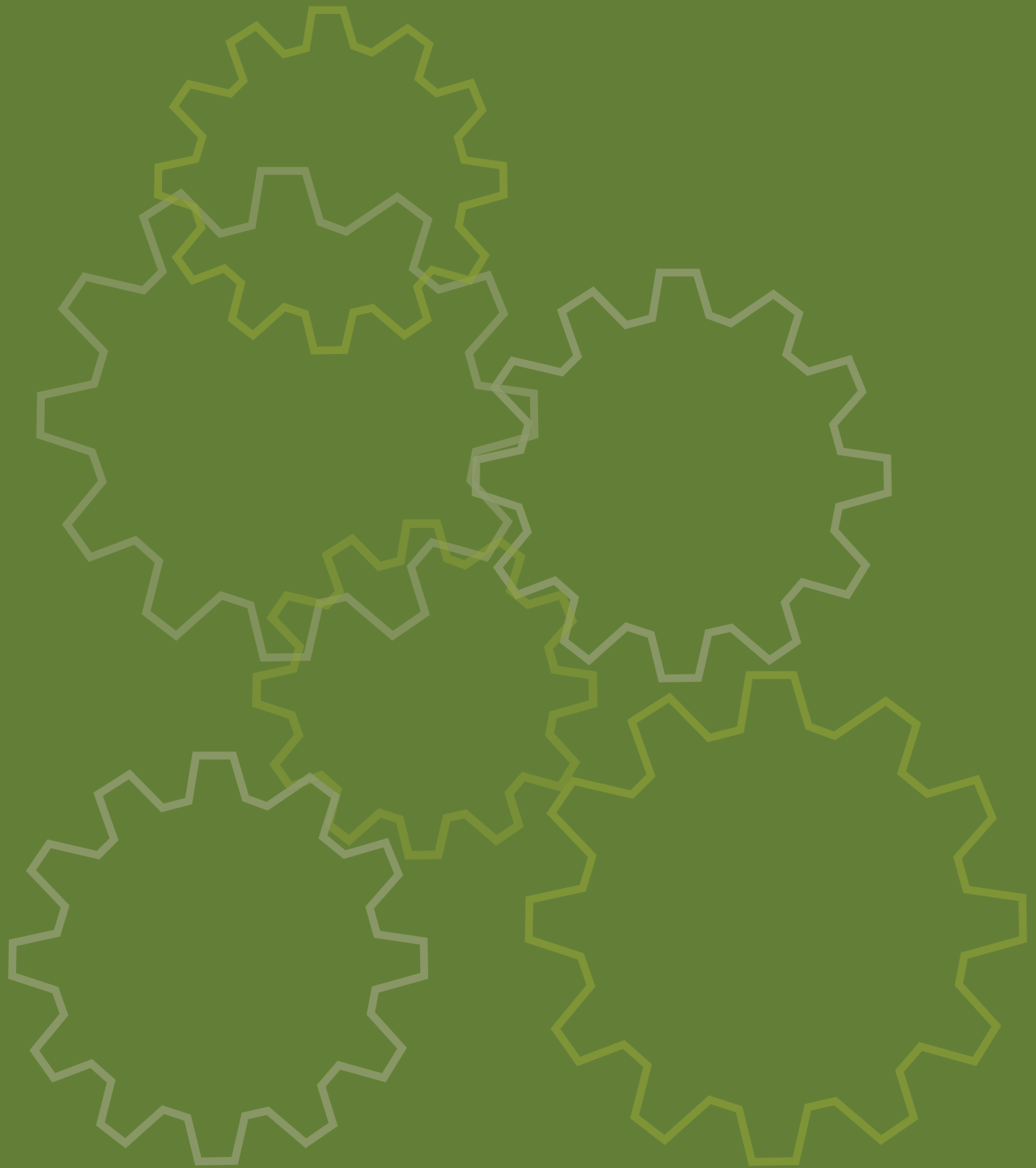
PARKS AND OPEN SPACE

1820 Roosevelt Boulevard	541-682-4800
Community gardens	541-682-4800
Hazard trees	541-682-4800
Natural resources maintenance	541-682-4800
Open waterway maintenance	541-682-4800
Park donations	541-682-4907
Park rentals	541-682-4800
Parks maintenance	541-682-4800
Parks and open space planning	541-682-4800
Playground safety	541-682-4833
Tree maintenance	541-682-4800
Urban forestry	541-682-4800
Vegetation code enforcement	541-682-4821
Wetlands program	541-682-4888
Volunteer programs	
Hendricks Park	541-682-5324
Eugene Park Stewards	541-682-4800

WASTEWATER

Beneficial Reuse Site	
91199 Prairie Rd	541-682-8660
Biosolids Management Facility	
29686 Awbrey Lane	541-682-8660
Industrial pretreatment program	541-682-8628
Industrial discharge permits	541-682-8628
Mobile waste hauler permits	541-682-8628
RV waste dumping	541-682-8600
Wastewater Treatment Plant	
410 River Avenue	541-682-8600
Stormwater Discharge Permits	541-682-8616
Tours	541-682-8600

* Permit and Information Center, 99 W 10th Ave.



City of Eugene Public Works
101 E. Broadway, Eugene, OR 97401
www.eugene-or.gov/pw